

Mr. and Mrs. F. W. Watkinson left Irma for Edmonton on Tuesday night where Mr. Watkinson will attend the Alberta Fairs convention in the interests of the Irma Agricultural Society.

Copenhagen Chewing Tobacco

IS THE WORLD'S BEST CHEW



It is manufactured tobacco in its purest form.

It has a pleasing flavor.

It is tobacco scientifically prepared for man's use.

WHOLE WORLD TO FEEL THE PINCH OF FAMINE BEFORE VICTORY WON

A TESTING TIME IS UNDOUBTEDLY APPROACHING

Lord Rhondda, British Food Controller, Says that Powers of Organization are Going to Beat the Germans, and That They Will Ultimately Be Beaten by Lasting Powers of British

Lord Rhondda, food controller, in an interview given to Harold Begbie, referring to the intended rationing of the British people, says that for the remainder of the war he intends to play Socialist, but directly the war is over, he will go back to individualism. "I believe," he adds, "that the driving force in human affairs is selfishness. No doubt matters were arranged by a disorganizing Providence." He continued:

"Powers of organization are going to beat the Germans if the country will back me up. I am certain that the test time is approaching. For some time they will be hungry. People with property may find themselves without property. The state may have to turn farmer and butcher a few months later on, but there will be a testing time. The test will be applied to the stomach of the Englishman, applied sharply."

Lord Rhondda spoke, says Mr. Begbie, of the real difficulty, which the rationing measure has created, the difficulty of getting things worth while to ration 40,000,000 people here and there and not innumerable millions who represent our allies. The food wanted by mankind does not exist. The word "shortage" is a strong enough word to describe the situation. Lord Rhondda could make a little go a long way, but his first difficulty is to get hold of this little, and then to make it go the whole way. That is, all around the earth, to the end of the course. To put the matter bluntly, the whole world is up against a testing time, familiar to the Indian people, called famine.

"I am not anxious about getting a certain amount of supplies," said Lord Rhondda. "My one anxiety is whether the nation will support me. I mean in their personal consumption when it comes to the real pinch. Is the spirit of Britain ready for the pinch? Is there a spirit among us which will bear the pinch? The pinch is coming. It is going to be a sharp one. It is going to be a British character to the last ounce of resisting power."

Begbie winds up with the remark that Hoover made to him long ago. Hoover said: "If you get food trouble here in Britain, as I think you may, don't attempt rationing. Your job over here is to get the stuff. Stick to that. Don't let anything turn you from it. Concentrate all your own on getting the stuff."

Repairs Completed
At Receiving Depot

Big Hospital on Pier 2, Halifax, Again Ready to Receive Disabled Returned Men

The receiving depot of the military hospitals commission on Pier 2 at Halifax, which was badly damaged in the great explosion, has been repaired and is now ready to receive the ships from overseas bearing the invalids and disabled men back to Canada.

Immediately on receipt of the news of the disaster Lt. Col. J. J. Sharples, C.O. of the military hospitals commission, left Ottawa for the scene to offer all the aid which the military hospitals commission could afford in the care of the injured. On his arrival arrangements were immediately made to restore the big pier which has received thousands of men in the past year, and the work has been completed.

In the interim the men returning were landed in New York and train service handicapped by lack of coal, delayed their homeward journey. The value of the military hospitals commission in the splendid facilities and organization of Halifax for the care of returning soldiers has gained a new appreciation in this one experience.

The Holzholler family is not playing "The Holy City" on the victim these evenings—New York Sun.

Are We Growing Callous? Comfort to Know that Our Fighting Men are Not Brutalized By War

It is inevitable, perhaps, that the colossal losses in war should rob the world of a sense of proportion and make life seem less valuable. But, although there may be signs of indifference at home that may seem to denote a growing callousness, it is interesting to learn from letters of soldiers at the front that the awful experiences of the trenches have not hardened the men or made them less sensitive to the realities of life. One officer writes:

"Are we all getting callous? I don't think so, for these tragedies follow each other as quickly as the scenes in a film drama, and one reserves one's thoughts on them until after the war. If we stayed to do justice to the dead now we should have no thoughts left for winning it."

"Turning to the war itself, he says: 'I believe in good coming out of the war. It is the most good born of sorrow.' In our present stage of development I believe it is; we are not perfect enough to be trusted with uninterrupted happiness and prosperity, and sorrow and suffering are necessary corrections."

"That's crudely put, but you know what I mean. War is an evil thing—the evildest thing; I always thought that, but there is a great deal of goodness in it, more than I ever thought there was."

"The curious effect I have noticed is that it has softened men towards Nature. I mean they are kinder to each other, and to all creatures. That is a long way from it? Birds, lizards, chameleons, mice, all are as tame as in Eden itself, and never get touched."

"The good born of sorrow? This is the great hope for the future; not so much the effects of the war upon our lives and our mode of living as its permanent results in the widening of the individual outlook, in the awakening of the conscience to the suffering of the world, in the softening of human nature, and the quickening of humanitarian ideas. To know that our fighting men are suffering, that they are being killed, and that they look out on the world with broader sympathies gives promise of a splendid realization of the great ideal for which they are striving on the battlefield.—Toronto Globe.

Canada and the War American Paper Lays War Efforts of the Dominion

The conduct of Canada in the war is what the American paper says. It is a study and emulate without slandering. Quick to recognize the world-wide menace that lay behind the brutalities of the American autocrat, it paused not to consider the question of her obligation, but promptly marched her full strength into the fray. It is into the fray and followed it up in a manner that challenges the admiration of the world. The loyalty of the Dominion, the gallantry of its people and their ability to organize, expand and sacrifice for the cause of the world, is a quality that is equalled only by that which the Maple Leaf warriors have aroused in the hearts of the people of the battlefield. And now, after three years of conflict that has taken heavy toll of their manhood, entailed untold suffering and loss, the Canadians are still possessing of an enthusiasm that is rolling their victory Loan across the continent like the triumphal procession of their legions at Arras, Vimy, and Somme. Considered in comparison with the European nations, the efforts put forth by the Dominion of Canada is a voluntary contribution to the cause of democracy and peace. It is America that put forth its strength in a like proportion of its resources the issue of the war has not been long in question.—Pittsburgh Post.

Blue Arm Bands for Convalescent Heroes Patients of Military Convalescent Hospitals to Be Issued Special Badge of Honor

The "Blue Badge of Honor," familiar to Canadians in England as the mark of a man suffering from disabilities incurred in his country's service, will be issued to Canadian soldiers when the 1938 men on the strength of the military hospitals commission command will be issued blue arm bands.

The blue band will distinguish the man who has done his bit from the men of the new reinforcement units, and will be worn by all soldiers who are patients of the military convalescent hospitals in Canada.

Of the 11,938 men who are eligible for this honor today, 9,386 are patients enrolled for treatment in the convalescent hospitals, 1,368 are patients in sanatoria, and 1,284 patients in various other hospitals.

With the opening of 1917 there were only 2,650 men on the strength of the command, but as the transports have been taking the newly enlisted troops across the hospital ship, the number of the invalids back, and the increase in the population of the convalescent hospitals has been steady.

It has now become advisable here, as in England, to issue to the men who are patients in the hospitals and at present discharged for further service, some mark which makes them distinguishable from fresh forces.

"Blue Badge of Honor" will hereafter enable the public to identify those men who have sacrificed so much for their country's cause, and who have not as yet recovered sufficiently to be discharged.

"It must be gratifying to see your jokers copied everywhere."

"What gratifies me most," said the professional humorist, "is that some of the boys in the first line will be, to say the least, in the first line."

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Attacking Pillboxes Dangerous Work

If Artillery Not Effective Must Be Stalked and Bombed by Infantry

The business of attacking the German "pillboxes" has been reduced almost to a matter of life and death by the British army. Pillboxes, which are not "done in" by the big guns in the ordinary bombardment, are attacked by the infantry and a grenade is dropped through one of the loopholes.

An attack on a little section of German line a few days ago illustrated the anti-pillbox technique. The attack was made under desperate weather conditions. A cold wind cut through the men's drenched clothing and heavy raindrops stung their faces, while the infantry, in their head blast of the artillery drum fire. The orders of the officers could hardly be heard a few feet away, and had to be shouted down from crater to crater along the irregular line.

The men had been ready for a long time, but in these modern battles all depends upon the speed of the thing must wait for them to finish off their work. At last the moment came when the infantry, in their head blast of the artillery drum fire. The orders of the officers could hardly be heard a few feet away, and had to be shouted down from crater to crater along the irregular line.

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THE HEARTLESS GERMAN PLAN TO STARVE POLAND AND BELGIUM

BRUTAL POLICY OF ENEMY IN STRICKEN LANDS

Belgian Relief Commissioner Face to Face with a Monster, Who Stated that Starvation was a Tremendous Force with Which To Enforce the Law of Slavery

"Starvation is a tremendous force with which we can make these people do what we want."

The speaker was General von Bissing, the Prussian military governor of Belgium, who recently died. He was talking to a high official of the Belgian Relief Commission, Frederic C. Walcott.

Mr. Walcott is a widely known New York banker, who about two years ago gave up his active business for the purpose of European relief work. He is now an associate of Mr. Hoover in the food conservation campaign. He recently told the story of his experiences in Belgium during the last year, in Carnegie Hall, held under the auspices of the National Security League. These experiences, he said, convinced him of the necessity of devoting his whole time to food conservation.

"While in Belgium, talking almost daily with the German officers," he said, "I asked Governor-General von Bissing what he would do or what would happen if this relief of Belgium suddenly stopped. He said: 'That is very simple. It has all been worked out on paper months ago, because for a long time we have been expecting it to break down. In thirty or sixty days starvation would grip this country. It is a tremendous force, with which we could make these people do what we want, namely, to get the industrial part into Germany, to replace the German workmen, so that they can go to the front to fight the English and the Americans. We would send before the thousands of other Belgians down into Mesopotamia as rapidly as we could get them out of the country. There would be no more food for the English and French firing line—then let the Germans overflow into this rich territory. I would smile on my face, he added: 'Don't you see that if we have to give Belgium back her liberty when the war is over, she automatically becomes a German province, and we hold the port of Antwerp, which is what we are after?'"

Mr. Walcott described a similar experience in Poland. The Germans not only permitted him, but asked him to go to Poland, and they said the worst thing had happened there that ever happened to the human race. He said that he had seen the dying by the hundreds of thousands and if I could bring some food into Poland through the Polish border, they, the German officials, would be grateful, because the emigrants in Poland were demoralizing the German army. He said that he had seen the dying by the hundreds of thousands and if I could bring some food into Poland through the Polish border, they, the German officials, would be grateful, because the emigrants in Poland were demoralizing the German army.

Colored Snowstorms

Colored snowstorms were recorded as long ago as the sixteenth century and a shower of red hail is said by Humboldt to have once occurred in Palermo. In Tuscany on March 4, 1813, there fell hail of an orange color. In 1868 red snow fell in the mountains of Carniola, Austria. Some of the scarlet snow was melted in a vessel and the watery residue was found to be a deposit of earthy sediment was found at the bottom. Snow of a brick red hue fell in Italy in 1816 and in 1847. In the first volume of Kane's Arctic Exploration it is stated that when the ship passed the Johnson Cliff in Sir John Ross's expedition, the snow was covered with patches of red snow, from which they derived their names, could be seen at a distance of fully ten miles.

"What are you knitting, my pretty maid?"

She purled, then dropt a stitch. "A sock or a sweater, sir," she said. "And dandied if I know which,"—Kansas City Star.

He—You haven't a thought above to knock my assidy, and then she—She and you haven't worth mentioning under your old one—Houston Post.

THE PROPER WAY TO USE COPENHAGEN CHEWING TOBACCO

Copenhagen Chewing Tobacco is entirely different from the ordinary "chewing" tobacco. It is made of the best, old, rich, high flavored tobacco.

Being in a natural state, it imparts its strength and flavor more freely and fully than tobacco in the usual form. For this reason, Copenhagen is not a small pinch, but a first class mouthful between the lower lip and the gum.

A small pinch is all that is necessary to thoroughly satisfy, and then the use of "Copenhagen" for the first time, should take care to use only a small pinch, about the size of a pea, will be thought to have too much tobacco strength.

"It's the most economical chew."

Next to snakes, the zebra is the most perfect case of delirium tremens in the animal kingdom. But it is not a zebra, but a zebra's hopelessness. His stripes are bad, but he might take lessons from a peroxide blonde.—St. Paul News.

The politician rushed past the official Cerebus into the editorial.

"What do you mean?" he roared. "What do you mean by insulting me as you did in last night's Column?"

"Didn't the story appear as you gave it to us, namely, that you had resigned as city treasurer?"

"It did. But you put it under the head: 'Public Improvements.'"

"Sacramento Bee."

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Humphrey P. May**BARRISTER**

Main St. - Wainwright

Money to Loan

Special Attention to Estates

Commencing October 3rd, 1917,
I will be in Irma regularly every
Wednesday Morning

M. J. CARDELLBARRISTER, SOLICITOR
AND NOTARYPHONE 28 MAIN STREET
WAINWRIGHT

Meetings are held every Tuesday
evening in the Co-operative Hall at
8 p.m. Visiting brethren Welcome
T. Knowles, A. A. Dickson
N. G. V. G.
D. M. Mathieson R.S.

DR. MACQUEEN,**Dentist of Wainwright.**

At home any time except for one
week beginning on the 4th Monday
of each month. Better phone for
an appointment.

LET**F. W. WATKINSON**

**HANDLE YOUR INSUR-
ANCE FOR FIRE AND
LIVE STOCK**

F. W. WATKINSON
GENERAL INSURANCE AGENT
Fire and Live Stock Insurance Issued

**SAVE THE
CALVES**

Mightiest swing ever aimed at premature
calfing, and cattle abortion, guaranteed
to stop calf losses or money back, no time
lost, 1 or 100 cattle treated in 5 minutes,
treatment will appeal to a cattle owner
at once. Send for printed matter on
cattle abortion.

McQUEEN'S PRODUCTS
Plant & Head Office, EDMONTON
Post Office Box 321, Edmonton, Alberta

**IF YOU WANT TO EAT
WELL
IF YOU WANT TO SLEEP
WELL
IF YOU WANT THE BEST
SERVICE**

**STOP AT
EDMONDS HOTEL, IRMA**

**GO TO THE
Irma Machine Shop
FOR
REPAIRS FOR FORD
CARS**

Shock Absorbers, Steering devices
Tires, Inner Tubes and Tube Tape
Champion Spark Plugs in all sizes
Weed Chains and No-kid
Transmission Grease, Hard Oil
And Cylinder Oil

C. W. LATTNER
Prop.

C. P. R. LANDS**Buy that C.P.R.**

QUARTER adjoining your
place at once. All the lands of the Canadian
Pacific Railway Company are to be inspected
and repriced this spring. There is no question
that a large acreage of this land will be priced
lower and if you want to be sure of it, why get
in your application at once subject to the lower
prices. Should the land be lowered
in price you will get the benefit of it. But to
be sure of the quarter you want, get in
your application at once to

J. W. WYATT, LOCAL AGENTH. G. THUNELL, Publisher
F. W. WATKINSON, EditorPublished Every Friday Noon at
Irma, Alberta

February 22nd, 1918.

The International Brotherhood
of Maintenance of Way employees
Edmonton division, met at Irma
Sunday.

Irma has sent a noble bunch of
boys to fight for the Empire.
There still seems a good supply left
who want to fight any one but a
good fighter.

The choral society meets in the
basement of the church next week
when the Batchelors will sup-
ply the refreshments. Dont be
afraid girls there are plenty for all.

Several prospective land buyers
have been in Irma the last few
days. Let the editor know of any
land changing hands. If you have
a place to sell a small ad may find
a buyer.

The citizens of the town are to
be congratulated on their quick
work in extinguishing the fire that
threatened the Massey-Harris build-
ing Monday. A few more minutes
and nothing could have saved several
buildings from destruction.

The local merchants have received
their supply of Formaldehyde,
the supply is limited but we hope
there will be plenty to supply all.
No grain should be neglected this
season.

We expect soon to see E. T. Mc-
Dowell in Irma again. There are
to many headless, meatless, treat-
less, lightless, waterless, catless and
workless days in Ontario to suit Ed
so he will return to Gods own coun-
try in the near future.

The U.F.A. and U.F.W.A. pro-
pose to join up their meetings on
Saturday March 2nd for the pur-
pose of hearing the reports of the
delegates to the convention at Cal-
gary. It is hoped all members will
attend.

In order that intending settlers
in Western Canada may be properly
informed as to the system of
government which prevails in this
country, the Canadian Pacific Rail-
way has just issued through its De-
partment of Colonization and Devel-
opment a pamphlet entitled
"Canada's System of Government"
which explains in very simple lan-
guage the general principals of
Municipal, Provincial and Dominion
Government in this country. A
copy of the pamphlet may be had
without charge by addressing
Robert J. C. Stead, Department of
Colonization and Development,
Canadian Pacific Railway, Calgary.

POPULAR WANTS.

For Sale—Shorthorn bull, 5 years
old, registered. Apply to W.
Prosser, Irma, P. O. 1-2

Wanted—From 1 Section to one
section good farm as a going con-
cern. Apply Munton, 111317,
100th Ave., Edmonton. 1-2

FOR SALE Aberdeen 2 yr old
Angus Bull registered. Apply to
A. Turnbull, Irma.

Lost—2 yearling calves Red and
White. Split in ear, no brand.
Strayed from N. W. 24-45-10.
Mrs. Haugan, Jarow.

White Wyandotte cockerels for
sale, a few choice ones left. Apply
H. A. Whidden, Jarow p.o. NW
28-46-10 w.4.

FOR SALE.—Pure bred young
Duroc Jersey sows and boars.
William M. Rees, SW 28-45-9
W4, Irma, Alberta.

WANTED—Work as foreman or
manager of farm by a competent
man.—Apply to F. W. Watkin-
son, Irma.

WILL SELL or exchange for stock
one second hand Stieckney gaso-
line engine 5 h.p. and 8-inch
grinder, and Chapman pump
jack. Apply to J. F. Murray,
Jarow. 50 2

LOST—One red cow, 6 yrs old
branded JX on right hip. One red
cow, 3 yrs old, branded same as
above on left hip. Both these ani-
mals should have calf at foot. A
reward of \$5 each will be given for
information leading to recovery.
J. F. Murray, Jarow, Alta.

TEACHER WANTED—For the
Rosberry school district No. 1745
Irma, Alberta, to take charge of
the school from April 2nd, 1918,
to the end of the year. Apply
stating qualifications and salary
expected to F. W. Watkinson,
Sec'y-Treas., Irma, Alberta.

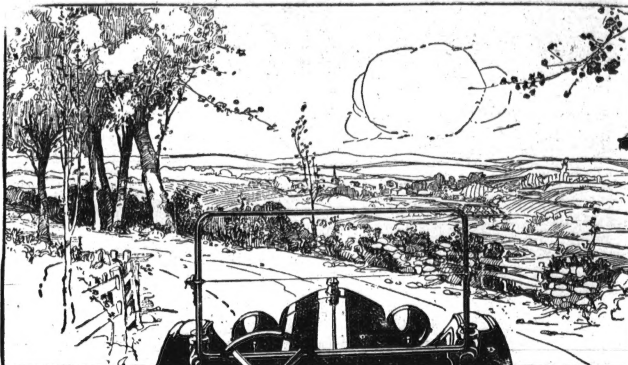
Estrayed—on the premises of L.
Hardy SW 4-48-9, Irma, P. O.
Alta., one red steer with horns
has bracket face and some white
on belly, branded on left hip
badly blotched. John L.
Brady, Zoldovara, Brand
Reader. Jan. 22, 1918. 1-3

ESTRAYED.—To M. Wold's farm
15-45-9, one light bay colt looks
about 3 yrs old, roman nose,
lower lip hangs. Branded on
left thigh believed to be M S
brand indistinct. Owner can
have same on paying for this add
Has been on place for about four
months.

FOR SALE—One pure bred
Clydesdale stallion, Albert Stamp
of Crowfoot (11396). This horse
has travelled in the Irma district.
The quality of his stock is well
known as they have carried off
several tickets every year for
some years in succession at both
the Irma and Wainwright fairs
Also some good geldings.—W.
B. Steele, Clark Manor. 1-4

LOST—A white heifer with blue
markings, coming 2 yrs., missing
since Dec. 1, last seen at Geo.
Lubricants, no brand, stubby
horns, right ear split, point of
left ear cut off, \$10 reward will
be given to anyone giving infor-
mation leading to recovery.—Jas.
Kennedy, sec 20-46-9 Irma. -1p

Strayed—from the hands of the
Wood-Wainwright Estate Co.,
Ltd., 3 steers, three-yr-old,
branded JX on the left shoulder.
Information as to whereabouts
would be gratefully received by
R. H. Watson, care of the Co.,
box 46, Wainwright. 2-3

**Get Behind the Wheel
of a Ford and Drive**

TRY it just once! Ask your friend to let you "pilot" his car on an
open stretch. You'll like it, and will be surprised how easily the
Ford is handled and driven.

If you have never felt the thrill of driving your own car, there is some-
thing good in store for you. It is vastly different from just riding—being
a passenger. And especially so if you drive a Ford.

Young boys, girls, women and even grandfathers—thousands of them—
are driving Ford cars and enjoying it. A Ford stops and starts in traffic
with exceptional ease and smoothness, while on country roads and hills
its strength and power show to advantage.

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Wyatt & Peterson, Dealers, Irma, Alta.**Notice to Creditors
and Claimants
NOTICE.**

In the Estate of J. H. S. Arm-
strong, late of Irma, in the pro-
vince of Alberta, Postmaster, De-
ceased.

NOTICE IS HEREBY GIVEN
that all persons having claims upon
the Estate of the above named
J. H. S. Armstrong, who died on the
11th day of August, A.D. 1917,
are required to file with the
Administrators of the Estate by the
15th day of March, A. D. 1918, a
full statement duly verified of their
claims, and of any securities held
by them, and that after that date
the Executor will distribute the
assets of the deceased among the
parties entitled thereto, having
regard only to the claims of which
notice has been so filed or which
have been brought to their know-
ledge.

DATED this 7th day of February,
A. D. 1918.

R. T. Williamson, Edmonton,
and J. A. Little, M. D. Wain-
wright, Executors and Admin-
istrators. 2-4

IRMA MARKET

(Subject to change without notice)

Wheat—	
No. 1 Northern	201
No. 2 "	198
No. 3 "	195
No. 4 "	188
Oats—	
No. 2 CW	74
No. 1 feed, extra	71
Feed	68
Barley—	
No. 3	130
No. 4	125
Rye—	
No. 1	150
No. 2	145
Flax—	
No. 1 NW	300
No. 2 CW	297
No. 3 CW	275
Potatoes, per bus.	1.25
Butter, per lb.	40
Eggs, per doz.	45
Flour	5.75
Sugar	2.30
Beef cows, per lb.	4.7
Steers, per lb.	6.9
Mutton, per lb.	8
Hogs, per lb tops.	164
Hay, per ton	5.00
Coal, per ton	5.00 to 6.50

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of lumber?

Why not ask your neighbor—he got his from us—ask
him if he had any trouble with us showing him one
grade, attempting to load him with an inferior grade
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ter deal than offered him any place else

Talk it over with whom you please but see us before
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H. A. CLUTE, Local Mgr.

IRMA, ALTA

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Meet the First Friday in every month. Visitors welcome.
H Burkholder, W M
A R Pennoek, Sec'y

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work of all kinds Charges
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West Bound " due 6.45 pm
Local freight from East, Tuesday, Thursday, Saturday.
From West: Monday, Wednesday, and Friday.

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Best Bread baked in Edmonton
Sold in Irma the day it is baked
Rye, Brown, Currant and White
Bread. Try some today.
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Irma, Alta.

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Eor Better Drug Store Service
IRMA : ALBERTA

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Will always be welcomed when you arrive home from town, our supply is always fresh.

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All Its Branches

We hope to be of service to
all our old friends at
the new stand

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Massey Harris Office
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Have your friends meet you in the nice lobby, just go round as you would at home; enjoy the full sense of real hotel life, at

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The rooms are clean and
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102nd St. Phone 6197
EDMONTON

IMMORTALITY —Lost at the Fall of Adam —Restored at the Resurrection

To the Editor of Irma Times,
Dear Sir:
Being deeply interested in the question of man's destiny, may I call attention to some plainly revealed facts.

First, That there is not and never has been an immortal sinner is easily seen by reading Gen. 3: 22-23. Adam was driven from Eden immediately after the fall, and the reason is plainly stated in these words, "lest he put forth his hand and take of the tree of life, and eat and live for ever, therefore the Lord God sent him forth from the garden." Since that time no man had access to the tree which was to prolong life, consequently there is not an immortal (or never-dying) sinner.

Second, Present conditions, however, will not continue indefinitely the reign of sin will cease and the resurrection of the dead will take place, then, in a renewed earth, Paradise will be restored (Rev. 21: 1-5) and with it the Tree of Life, Rev. 22: 1-2. The saints of God will then be immortal, this "mortal" having put on "immortality" at the resurrection, 1 Cor. 15: 53, and henceforth having free access to the tree of life. Jesus, speaking of that time, said, "they which shall be accounted worthy to obtain that world....cannot die any more" Luke 20: 35, 36. Therefore they will be never-dying souls.

The long period between Adam's fall and the final awakening is called the "night" of sin, and as the resurrection morn draws nigh. It is said, "the night is far spent and the day is hand, Rom. 13: 12, for, just as man rises from the natural sleep of the night, so will all who "sleep in the dust" awake to life at the call of the Lifegiver. "All that are in their graves shall hear his voice and shall come forth", John 5: 28.

The mossy old graves where the pilgrims sleep
Shall be opened as wide as before,
And the millions that sleep in the mighty deep
Shall live on this earth once more.

Now let us look at the matter from another viewpoint: In Rom. 5: 14, Adam is said to be a "figure of Christ." In what sense does Adam prefigure Christ? Evidently in this, that Adam was the Head of the human family, the whole race was centred in him, and when he fell he plunged the whole race into sin and death, so we read, "in Adam all die, 1 Cor. 15: 22. But just as Adam brought death upon all men without our choice, so (in the resurrection) Christ will bring life to all, also without our choice, for "as in Adam all die, so in Christ shall all be made alive. 1 Cor. 15: 22. Christ gives life to as many as Adam gave death. Jesus said "All that are in the graves (whether good or bad) shall hear His voice, and shall come forth." John 5: 28, 29.

But let us notice that Christ has brought two things to light by the Gospel, not only Life, but also immortality, see Tim. 1: 10. We have seen that He gives Life to all who die thru Adam, but does He give immortality to all? By no means, Rom. 2: 7 says it is those who have "continued in well doing" that are rewarded with eternal life." Jesus said "they that have done good are raised to life, while they that have done evil are raised to damnation, John 5: 29. John, the Revelator, says the righteous are raised first, and that only the "Blessed and Holy" have part in the first resurrection, Rev. 20: 6, the ungodly are raised 1000 years later, Rev. 20: 5, and during that time the record of each life, as recorded in the Books in heaven (Rev 20: 12) is examined so that when the wicked are finally raised, they are punished (not all alike) but (according to their works) for we read "God shall bring every work unto judgement, with every secret thing, whether it be good or whether it be evil, Eccl. 12: 14. Jesus said every case will be dealt with on its merits, see Luke 12: 47, 48, then after the work

of Judgment has been carried out in perfect fairness to every soul, the ungodly finally perish in the "Lake of Fire" which is the second death, Rev 20: 12-15. The present death (called sleep) is the result of Adams sin, and comes to all, whether good or evil.

The second Death affects only the ungodly (see Rev 20: 6) and is not the result of Adam's sin, but of their own, this death is not called sleep, but eternal death, there being no resurrection to follow.

Thanking you for the space,
Yours, etc. J. E.

WITH OUR SOLDIER BOYS.

Extract from letter of Nov. 23, 1917.

—This is another gloomy day, almost a rain, and the mud is a fright. A person gets well splashed going up and down street, for there are always autos, motor trucks and lorries, as well as teams by the dozen. There is as much traffic here on the roads as on the main streets of a big city. Big guns drawn by traction engines field artillery with three teams to a gun, ammunition columns, ration wagons, sometimes a thousand men on horseback, or perhaps a thousand men on bicycles and the natives with a push-cart with two dogs underneath to pull it, donkey carts and wheelbarrows. So you see there is a good chance to work up the mud. It is about like thin paste most of the time. The climate here is very much like it is in Pennsylvania. We have not had a frost for about ten days, so you see it is quite mild.

The Sergeant and I have a small hut to ourselves, two bunks at one end, a window to the east, and one to the north, a nice coal heater, a table to the east window, a cupboard for things in general, and a small cupboard each, in which we keep our personal small belongings, a 5 foot bench and some boxes for seats, so you see we are quite comfortable. We have been in here since about the middle of May, so you see I do not have much trouble packing my kit around.

The Chaplain is fixing up a recreation hut for the boys. They have a gramophone, magazines, papers, etc., so that will help pass the long, dark evenings. I did not go to bed this morning. We have kit inspection just after dinner, so thought I would write to you instead, and rest this afternoon.

We got our new cap Badges yesterday, so I shall send some home before long. I have not seen any of the Canadian Infantry boys since I came over here. The Australians are with us now, but the Imperials have been. Charles has been moved again, away south from where he was. If I can get away on pass I want to go to see him before long. I have not seen him since March, in England. . . . We can now send mail to the U. S. too now without postage. . . . I fixed up our hut in my spare time in the end of what was an old horse stable. I got some heavy burlap and put on the walls inside, and tar paper and corrugated iron on the outside walls. Then for a bed I put straw in a burlap tick and have three blankets and two sheets of the heavy burlap. I put them on the top so I can keep my blankets clean, so you see we have a fairly good home at present. . . . Then for clothes I have two suits like I wore home, tunic and trousers, two top shirts, two suits underwear, two pairs sock Government issue, and several of my own. (My Red Cross socks among them), rubber ground-sheet, and a sleeping cap, and my overcoat, so I think I am fairly well stocked with clothes. And so far, we have fared very well for food. . . . I mailed a box to you a week ago. I hope you will get it by Christmas. I got your box last week, with cake, etc. . . . I do not see as there is much you could send me although some things would be very acceptable: a little cream, a few eggs, a little good butter to substitute for margarine, some home-made bread and a few other things I could mention, but I am doing

very well considering where we are, and what is going on. I have always had enough to eat though at times the food was poorly cooked. But we have a very good cook now. I am always glad to get your letters. Goodbye . . .

France Dec. 29th, 1917
—It is late in the week for my letter, but better late than never. As this has been a holiday week for a good many, it has been an extra hard week for me, for so many thought they had to "celebrate" that we were kept rather busy. But there is a let up now and I am not sorry. I may get a few days leave to Paris next week. Now that I am here I want to see the city. . . .

We have had some pretty cold weather this week. The ground is covered with about four inches of snow. It will be pretty hard for the boys in the trenches. The Australian boys seem to feel it a good deal as they are not used to the cold weather as we are. The cold is damp here to what we have over home that it chills one quickly.

The boys had a nice time here Christmas. We chipped in and set up a nice Turkey dinner. The dining room, was decorated with green boughs, then we had two banners about twelve feet long with "Merry Xmas" on them, strung up. For tables cloths we had white figured ceiling paper and things looked very well. We had four long tables in the dining room about twenty-four feet long each, and there was a splendid dinner. Then in the afternoon they had a cockfight but I did not go as I did not want to take pleasure from other things suffering. They had about a dozen roosters altogether. . . . I hope we shall all be home to eat our Xmas Dinner with our own next year. . . . I am quite well, but tired. With love to each of you . . . Will.

From letters from W.E.P. Walker, No. 279925, Military Police, Headquarters 8th Batt., Canadian Railway Troops, France.



NOTICE TO STEAM ENGINEERS

Notice is hereby given that examinations will be held at the undermentioned places by John Douglas, a duly appointed Inspector of Steam Boilers for the Province of Alberta:

Wainwright, February 28th, Wainwright Hotel.
Camrose, March 2nd, Fire Hall, at 9 o'clock a.m., for the purpose of giving Engineers and Apprentices an opportunity of qualifying for Certificates under the provisions of "The Boilers Act," 1912.

Persons not already registered in the Province who may desire application forms, can obtain same by applying to the Department, or to the above named Inspector, and such application form must be properly filled out, witnessed, and declared to before a Commissioner or Justice of the Peace before an examination can be granted.

L. C. CHARLESWORTH,
Deputy Minister.

Biff! Bing! Bang!

Farmers sure have got a twang; Prices high and going up for all kinds of farmers' stuff; If you're depending on things to sell, and eat, get out on the land with both feet; steel box drill, good plows, and disks, Massey Harris the best that is. Repairs they carry not a few, they are very necessary for even you.

**C.P.R., HUDSON BAY AND IMPROVED
LANDS, INSURANCE, LOANS
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LOOK over the many buildings, houses and barns which were erected during the past season with building material supplied by The Farmers Mutual Lumber Co.

YOU will find among the owners of these buildings men of good sound judgement, who are proud of their buildings, and men who believe in using the very best material to be had in the construction of farm buildings.

WE have a complete stock of the very best of all kinds building material, try us with your next order and become one of our many satisfied customers

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GEORGE R. DICKIE

GENERAL CONTRACTOR & BUILDER
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LUMBER

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Now is the time to build and make repairs, your building will cost no less later on. Lumber will never be cheaper than it is at the present time.

Why not decide at once what you are going to do and let us make you a price on the material you need.

We are prepared to quote you the lowest prices on all kinds of Building Material and we will cheerfully make plans from your rough sketches. We have everything you need.

THE PUBLIC BE PLEASED

Alberta Lumber Company, Ltd.

FRED S. JOHNSTON, Manager. IRMA, ALTA.

MAID MARJORY

— BY
L. G. MOBERLY

WARD, LOCK & CO., LIMITED
London, Melbourne, and Toronto

"Encouragement!" Leslie laughed heartily. "Certainly not. You are dreaming and talking nonsense. Your imagination has run away with you. Doctor Thornton doesn't care for a woman of thirty-eight excepting as a patient. It is not likely that he should. I have never made myself attractive to him. Besides which—here men. They are all liars and deceivers. They only break our hearts and throw us away as soon as they are tired of us. I have no love for them."

"I don't think they are all liars and deceivers," Meg's voice was very firm. Before her eyes there rose unbidden the vision of a strong face and two kind blue eyes. "Some men are very worthy of both love and trust."

Leslie shrugged her shoulders. "Keep your sublime faith until it is wrecked, as mine was," she said bitterly. "It is easy to stay on the heights until you are hurled down from them, as I was. Never mind about that, though, it is all ancient history. Leave those daisies for the present. Just go and stand over there, look towards the window and your beloved view, and hold out your arms as if—well, as if you were welcoming Joy—or some human being you cared for."

Meg acted in obedience to her words and, being wholly free from self-consciousness, she made a lovely picture as she stood there, with outstretched arms, the sunlight on her face, a great gladness in her eyes. The wild, rare, daisy-like smile shone through the open window always filled her with delight and, in some old fashion, the vision of Geoffrey Marston's face, which had flashed into her mind a few seconds before, remained with her, his blue eyes seeming to carry to her a message of strength and happiness.

Leslie worked a few minutes with feverish rapidity; then she flung aside her brushes and with a weary look on her face, and a tired little laugh, "Since my accident I can't wash. I used to work," she said. "All the one feels tired—body, soul and spirit; and I used to be so strong. Sit down by the table and put the flowers in the vases. I must be getting maddened, for I actually like to see you sitting there, and all these years I have hated having anyone with me. You have a useful effect on me; you are altogether a very restful soul."

"I am so glad," Meg answered gently. "Let me make you comfy on that sofa. You look all huddled up anyhow, and with a tender touch the girl arranged the cushions and placed Leslie comfortably amongst them, stooping to kiss her when she finished."

"What a wonderful mother you will make," Leslie said, laughing her mocking laugh again. "You have just the right hands for handling babies. I can't think why you, Miss Meg," she added suddenly. "Most people would be afraid to come near me. I am looked upon as a sort of reborn, which is what I like and mean to be."

"But you aren't really an iceberg," Meg responded placidly. "You only pretend to be one. You are something quite different underneath."

"Am I? I wonder whether you would say that if you knew—if you knew—"

She left her sentence unended, and lay silently watching the girl, upon whose sweet face as she bent over the daisies there still lingered a happy smile. The big room was very still, and no sound broke the silence but the summer sounds that drifted in from the downs—the tinkle of sheep bells, the songs of the larks, the hum of the passing bee, and presently Meg, glancing up from her occupation, saw that her companion was asleep. Leslie, then, in her face, in repose, lost much of that coldness which she wore like a mask in her waking hours. When she slept the hard lines softened, the stony expression vanished, and her great beauty became more apparent.

Meg sat quietly looking at her, not liking to move in case she should awaken the sleeping woman, speculating as to the cause of Leslie's bitterness, as to what had so frozen the artist's nature; and for nearly an hour the studio was wrapped in stillness, excepting for those outside sounds borne in on the drowsy summer air. Then all at once a cloud crossed the sleeping woman's face. It hardened into stone again, and she flung out her arms, exclaiming in a loud, clear voice:

"Don't bring her here to reproach me. I tell you she is dead. May Brent died. And I shall have my vengeance. It is only fair that I should be avenged. When they broke my heart—"

"At the words Meg started and then sat motionless, whilst Leslie talked on in an incoherent stream of meaningless babble until once again a few clearly uttered sentences reached the listener's ears. "Because they killed all love in me, their child will have no love in her life—no love. . . . She is lost. I tell you, she is lost—she ran away. Now she is just a wild and stray, and I am glad, for she will never know love. If Raymond and May know—if they know, wherever they are—then my vengeance is complete."

The voice died into silence, but Meg's horror-stricken eyes remained fixed on the sleeper's face. What did the words mean? The girl wondered. What terrible talk was this of vengeance? And who was the poor girl who would never know love? "Oh! I am sorry for her," Meg reflected, "but I think I am sorer for that poor soul and her scheme of vengeance! If only I could make things better for her, how glad I should be. She just needs to be loved all the time herself to take away the bitterness that has been eating away her soul."

It was at this moment that the sleeping woman's eyes opened and fixed themselves with a bewildered stare upon the girl by the table. Still only half awake, she did not know the force of her dream strong upon her. Leslie shrank back amongst the cushions, and put out her hands, as though to ward off a blow.

"Why are you there, May?" she felt. "Why do you sit there and look at me as if—as if you had come to reproach me? I do not know where the child is. I tell you I do not know."

Meg rose quietly and went to her side.

"Dear Miss Farrant," she began, but Leslie interrupted her with a sharp cry.

"Why have you come back? I thought you were dead; and I tell you the child ran away—I did not hurt her, and I do not know where she is—I do not know."

"Miss Farrant," Meg said firmly, taking into her two hands that seemed to be thrusting her away, "it is only I—Meg Deane. You have been asleep. You are still dreaming. See, it is only I."

Leslie shivered, though there was that she no longer covered back upon the couch.

"I thought," she said, "I fancied you were some one else. You are so like her! I never saw the likeness until now. But when I awoke it was the child and away—I did not hurt her, and I do not know where she is—I do not know."

"You are so like her?"

(To Be Continued.)

Belshazzar's Banquet Hall

Recent Discovery of the Site of This Historic Edifice

When the British entered Mesopotamia and pushed their way beyond Baghdad they found everywhere the ruins of the ancient city of Babylon. The ancient ruins of this city, which once boasted of teeming cities and an opulent civilization, have long since departed. Old canals were left to the mercy of the shifting sands, and irrigation works that were in operation a thousand years ago remain as monuments to the blighting effects of the sway of the Turk.

The excavations carried on by the Germans on the site of Babylon were brought to an end by the war. The results achieved by the excavations are set out in Professor Koldewey's book, "The Excavation of Babylon," published by Macmillan. With the help of this volume, Mr. Edmund Candor, the representative of the British Press with the Mesopotamia army, was able to identify some of the principal sites of ancient Babylon. The excavations have brought to light the parts of the city that belong to the comparatively modern period of Nebuchadnezzar, six centuries before the Christian era. But there are traces in the ruins of the Babylon of two thousand years before Christ, and of the remains of the Assyrian, Neo-Babylonian, Persian and Graeco-Persian periods. Two teams of four horses each could pass each other on the outer walls of the city. Among the interesting sites discovered in that of the banquet room where Belshazzar was startled by the mysterious handiwork on the wall.

The work of identification has been made comparatively easy by reason of the inscribed bricks giving the names of streets, and which some of the chroniclers of the utterances of the mighty potentates who once ruled and carried civilization to a high pitch in what is now a desert land. Some day it will be awakened from its slumbers and blossom into new life—Toronto Globe.

Restaurant Keenest Fined

Prosecutions have been instituted in a number of cases against restaurants for failure to comply with the requirements of the food act.

The food inspection of 1917 crop, 1917, to December 28, 1918, 108,468,000 bushels of wheat were inspected in the Western Grain Division of Canada, contrasted with 96,844,000 in the corresponding period of 1916. There was some decrease in the quantity of oats, barley and flax inspected and a considerable increase in the quantity of screenings and rye inspected.

Receipts of wheat at the terminal elevators at Fort William and Port Arthur during the same period were \$3,588,800, as against 79,732,083 and shipments totalled 80,413,000 compared with 68,916,942 a year ago.

Erh—Ullo! What's up with old Bill?

Alf—E found 'art a quid, an, when 'ed spent it all treating 'is pals, 'e discovered it was 'is own money.—Casell's Saturday Journal.

Canadian Railway Situation

The Following Statement by Lord Shaughnessy on the Canadian Railway Situation Appears in the Annual Financial Survey of the Toronto Globe.

After forty months of this great world war, the railway situation in Canada presents a very different face from that of peace times, when the problems to solve were the problems of development and construction necessary to keep pace with a huge immigration. An indication of the difference in conditions is shown in Canada's trade balance, which has been converted from a heavy "minus" to a substantial "plus," the exports for eleven months of 1917 exceeding those of a similar period in 1913 by over a billion dollars. As the total import and export trade for that period in 1913 was less than a billion dollars, the increase in traffic-moving effort has been realized. That transportation energy and increase of traffic have been coincident with a growing shortage of labor, a higher cost of living, necessitating higher wages, and immense increase in the cost of material necessary for maintenance and repair of roadbed and equipment. So that the added traffic has meant not only increased profit but increased anxiety for the carriers. The labor shortage may be illustrated from the records of our own honor roll, which show that up to December 6, 7,021 employees of the Canadian Pacific had enlisted for active service.

The satisfactory features are the efficiency with which the Canadian railways have done their part under such trying circumstances, and the remarkable absence of congestion as compared with the congestion that has been so noticeable on the railroads of the United States since our great neighbor to the south entered the war and faced identical problems with infinitely less confusion. From the beginning of August, 1914, to November 30, 1917, the Canadian railways have handled for the imperial government over 6½ million tons of supplies, exclusive of horses and mules, most of which may be considered as supplementary to the normal traffic, and helping thereby the movement been timed with the arrival and departure of steamers that not a cent has been earned by the ships as demurrage.

The burden of financing such movements of traffic under such conditions has, however, proved too serious for some Canadian railways, and were it not that the Canadian Pacific is more than a mere transportation system and holds extraneous assets of great value that have proved an unexpectedly large source of income, we might have had difficulty in finding the very considerable sum that we have invested in war loans to the British and Canadian governments, not to mention the dividends that our shareholders and the financial world at large have become accustomed to expect.

The efficiency and absence of congestion with which our enormous war traffic has been handled might well be taken to heart by our American friends, who, if I may venture the suggestion, are looking too hopefully to the centralized effort of an overworked government when they should depend more on the trained enterprise of the individual industrial units that have been so efficiently developed during times of peace, because any form of control that will have the effect of lessening the sense of keenness and responsibility on the part of these units, is sure to be disastrous in its results. If they are not too proud to profit by our experience in Canada, they should solve their traffic problem by placing under government control not the railroads but the shippers, leaving the railroads with their trained operating staffs, untrammelled by political considerations, to find out how to carry the maximum traffic to given ports at a given time, over a given route, and helping these railroads to secure on fair terms the funds for necessary maintenance and equipment. A government controller of shipments, corresponding to our director of overseas transport, is needed, not a government controller of railroads. It is folly to send an S.O.S. call for government control or ownership of the railroads themselves, a control which experience has shown to be fatally opposed to economy and efficiency.

Realizing that the interests of local shippers stand second to the interests of the nation as a whole, the Canadian railways have agreed to reduce competitive services wherever possible, so that train crews and equipment should be released for the one

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The satisfactory features are the efficiency with which the Canadian railways have done their part under such trying circumstances, and the remarkable absence of congestion as compared with the congestion that has been so noticeable on the railroads of the United States since our great neighbor to the south entered the war and faced identical problems with infinitely less confusion. From the beginning of August, 1914, to November 30, 1917, the Canadian railways have handled for the imperial government over 6½ million tons of supplies, exclusive of horses and mules, most of which may be considered as supplementary to the normal traffic, and helping thereby the movement been timed with the arrival and departure of steamers that not a cent has been earned by the ships as demurrage.

The burden of financing such movements of traffic under such conditions has, however, proved too serious for some Canadian railways, and were it not that the Canadian Pacific is more than a mere transportation system and holds extraneous assets of great value that have proved an unexpectedly large source of income, we might have had difficulty in finding the very considerable sum that we have invested in war loans to the British and Canadian governments, not to mention the dividends that our shareholders and the financial world at large have become accustomed to expect.

The efficiency and absence of congestion with which our enormous war traffic has been handled might well be taken to heart by our American friends, who, if I may venture the suggestion, are looking too hopefully to the centralized effort of an overworked government when they should depend more on the trained enterprise of the individual industrial units that have been so efficiently developed during times of peace, because any form of control that will have the effect of lessening the sense of keenness and responsibility on the part of these units, is sure to be disastrous in its results. If they are not too proud to profit by our experience in Canada, they should solve their traffic problem by placing under government control not the railroads but the shippers, leaving the railroads with their trained operating staffs, untrammelled by political considerations, to find out how to carry the maximum traffic to given ports at a given time, over a given route, and helping these railroads to secure on fair terms the funds for necessary maintenance and equipment. A government controller of shipments, corresponding to our director of overseas transport, is needed, not a government controller of railroads. It is folly to send an S.O.S. call for government control or ownership of the railroads themselves, a control which experience has shown to be fatally opposed to economy and efficiency.

Realizing that the interests of local shippers stand second to the interests of the nation as a whole, the Canadian railways have agreed to reduce competitive services wherever possible, so that train crews and equipment should be released for the one

vital effort, namely, the efficient transportation of war supplies, and for this purpose the Canadian Railway association of national defence has been formed, comprising the executive heads of the leading railways. They are doing this with the unqualified support of the board of railway commissioners without disturbing—indeed, they are furthering—the admirable work of that body which, under its statutory position has semi-judicial rather than administrative powers. In this way the railways themselves are doing efficiently, economically, and without political interference what might have been done inefficiently and expensively under government control. They are working together harmoniously because they are inspired by the same patriotic spirit, and the absence of friction with which their economies are being received by the public shows that the public has confidence in their judgment. Under such guidance the Canadian railways are in a position to maintain their present efficient operation of a very large volume of traffic, and, indeed, relieve the congested American railroads of traffic which appears to be becoming too much for them.

Our only real handicap is the difficulty of financing the operation of our railways at the old rates, when cost of labor and cost of material keep mounting up. With a reasonable increase of rates corresponding to this increased cost of production, the Canadian railways are well able to face even severer traffic problems than those which they have already so admirably solved.

A Cheering Outlook

If Germany is beaten and Russia splits up into a number of weak states, it would seem that the dangers which once threatened the British empire had been laid at rest until such time as the strength of Canada and Australia had been greatly increased. Complete defeat of Germany would leave the United States, a friendly power, the only country in a class with the British empire. It was supposed prior to the war that the tie binding Canada, Australia, and South Africa to Great Britain, was weak, but events have proved its remarkable strength. —Rochester Times.

Hub (meeting wife downtown):

What makes you so late?

Wife—I stopped to shorten one of daughter's dresses for the party she's going to tonight. I can hardly realize that she's quite grown up now. —New York American.

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Fourth Week of the Big Sale



Wholesale prices On Men's Suits

Clothing prices are going way up. Goods are scarcer, labor expensive. We have a dozen suits of last years stock to clear out at cost. You can get your size if you hustle.

Blue Serges, Reg \$13.00 clear at \$9.50
Black and white stripes reg 11.50 at 7.75
Brown slightly soiled reg 11.00 at 7.00
Pepper and Salt Tweeds reg 15.00 at 11.75
Grey Tweed reg 10.00 clear at 7.35
Brown Tweed reg 10.00 clear at 7.35
Black and white tweed reg 13.00 at 9.35

GENT'S FURNISHING DEPT.

A Good Warm Winter Cap at 65c

In all shapes, sizes, styles, strong, warm and dependable. You never bought a more reliable cap at a lower price. We have sold them all winter at \$1. Sale Price for one week only at 65c

\$2 Men's Sweaters at \$1.20

While one dozen lasts we will give you a chance you wont have again in years. Come-in and try one on, you'll be surprised at the quality. Reg \$2.00 Sale Price \$1.20

A \$7.25 Sheepskin Coat For \$5.50

Here's a bargain that will give good wear this winter and many more. Sheepskins have advanced enormously. We have only two left, sizes 38 and 40. You'll buy dollars more than this next winter.

2 Only Blue Duck Shell, Whole Sheep-lined Regular \$7.25 Sale Price \$5.50

Tickets

No Tickets given with sale purchases. Sale prices are nett. These goods are on sale until March 2nd, unless sold before that date.

The fourth week of splendid bargains for the wide awake housekeeper. Having purchased the Grocery and Dry Goods stocks of A. A. Dickson, we now have two large stocks to pick bargains from. Every item mentioned below represents a saving of 15 to 20 per cent. on todays market prices. Buy now for future use and save dollars on the cost of living. We reserve the right to limit the quantity sold to each customer. These goods are on sale until Saturday, March 2nd.

Thirty Pairs Ladies Shoes, Reg \$3.00 to \$4.50 to Clear at \$2.50

All old stock, every shoe is good value at the regular price. We can't buy them ourselves, right now, at the reduced figure, but they have been here long enough. We need room for new stock. Our loss is your gain, save dollars by buying now. In plain or patents, laced or button heavy or light, sizes 2 to 4, almost every style is represented.

70c Buys Ladies Scarfs Regular Price 90c

In grey, navy, white, rose or blue. All wool, they'll ward of many a sore throat or cold at much less than medicine. Regular 90c Your Choice for one week at 70c

Warm Woolen Hoods at 25c less Colors red and navy, white and tan and all red, the real thing for ladies winter wear, keep head and ears snug and warm. Regular \$1.35 Sale Price \$1.10

Aviation Caps Regular to \$1.25

For 65 cents

Ladies all wool aviation caps in white, red, navy, or green. The very thing for winter wear. Regular to \$1.25

ON SALE AT 65 CENTS

Big Savings On Trunks

Strong well bound trunks at dollars less than their regular pricings. You'll need one when travelling. Around the house they make a secure storage place for clothing, furs, etc. Buy now while prices are low.

Two only 36 inch Steamer Trunks Regular price \$7.25. On Sale at \$6.40

1 only 36 inch Steamer Trunk Regular \$8.25 To Clear At \$7.40

1 only 36 inch Trunk, waterproof Regular price \$7.50. To Clear At \$6.15

1 only 36 inch heavy trunk Reg. price \$9.25 To Clear at \$7.95

Men's Dress Shirts Regular to \$1.50. Has been cut to \$1.00

30 only in assorted colors and styles. These are exceptional bargains as shirt prices are going steadily upward. No more than two to each customer. Come early and get your size. In all colors and styles, every size is represented. Regular \$1.50 Sale price \$1.00

Watch For Our Clearance of Men's Shoes Next Week

The Irma Co-Operative Co. Ltd
Irma, Alberta

Bargains in Groceries

Big savings in staples of every day use. Take advantage of them and you'll make great cuts in the H. C. of Living.

Seedless Raisins reg 17 1-2c on sale at 15c

Seeded Raisins reg 15c on sale at 12 1-2c

Eddy's Matches reg 20c pkg, sale price 2 pkgs 35c, 5 pkgs 75c

Nolliver Baking Powder reg 15c can sale price 2 cans 25c

Maple Cremo Cake Frosting reg 20c on sale at 15c

Finnan Haddies reg 25c sale price 20c

Gold Soap extra good hard laundry soap reg 2 cakes 15c on sale at 4 for 25c, per case 100 \$6.25

Spaghetti 1 lb pkg reg 15c, on sale at 10c

Mustard Pickles Dyson's Red Cross reg 25c Sale price 15c

Peaches Evaporated fresh and large sizes reg 23c lb Sale price 10 lb. \$2.00 25 lb. \$4.80

Fancy cleaned currants reg 25c sale 20c

Wetthey's canned mince 4 lb cans reg \$1.00 Sale price 90c

A well b'ended black tea in 1 lb pkg as good as any 55c tea sale price 45c

Royal Household and Glenora flour in all sizes.

Salt is getting scarce, will be till navigation opens. Comes in : 50 lb sacks at 85c

Fine dairy in 50 lb sacks 95c

Fine common in 100 lb sacks \$1.60

Prunes in 25 lb. Boxes

Small 80-90s reg \$3.00 sale price \$2.60

Medium 70-80s reg \$3.25 on sale at \$2.75

Ladies' and Children's Sweaters on sale

At 20 per cent less than price marked

These items are on sale till March 2nd

Notice to Subscribers

The majority of Subscriptions to the Times are now due and we would appreciate it if those wishing to renew, and help the good work along, would do so at once.

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